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PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Pints
\$16.00.
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H. Price & Co.,
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DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS.
Per Dozen \$8.50.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

No. 13,183.

號三月七年五零百九千一英

HONGKONG, MONDAY, JULY 3, 1905.

日一初月六年巳乙

PRICE, \$3.00 Per Month.

MACWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.
REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transshipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.
CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1815

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to subscribe for
SUBSCRIPTION GRIFINS for
the next RACES will oblige by at once
sending in their names to the Undersigned.
T. F. HOUGH,
Clerk of the Course.
Hongkong, July 1, 1905. 1283



GOVERNMENT NOTIFICATION.

No. 103.

INFORMATION has been received from
the MILITARY AUTHORITIES that
GUN PRAGUE will be carried out on
MONDAY and TUESDAY, the 3rd and
4th July, 1905, at under—
On MONDAY, 3rd July—
From Stonecutters' Battery towards
Sun Wan Bay and between Chung-
Hue and the Mainland, and from
Stonecutters' Canton Battery, be-
tween Chung-Hue and Kaichau at
ranges from 500 to 8,000 yards, com-
mencing at 9.30 a.m., and finishing at
11 a.m.
On TUESDAY, 4th July—
From Lower Battery, between Chung-Hue
and Kaichau, at ranges from 500 to
10,000 yards, commencing at 9.30 a.m.,
and finishing at 11 a.m.
If the weather is unfavourable on either
of the above dates, Practice will take place
the following day.
All ships, junks and other vessels are to
keep clear of the ranges.
L. BARNES-LAWRENCE,
Captain, R.N.,
Harbour Master, &c.
About Department,
Hongkong, June 30, 1905. 1258

GREEN ISLAND CEMENT CO., LIMITED.

NOTICE.

SHAREHOLDERS are reminded that
the FINAL CALL of \$10 per Share
on the new issue of Capital is due on the
10th June, 1905.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, June 26, 1905. 1228

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per
Share free of Tax, for Account of the
twelve months ending last February has
been declared by the Directors of the
above company. Coupon No. 4 is payable
immediately at the Chartered Bank of
India, Australia and China and the Russo-
Chinese Bank at Peking and Shanghai.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, June 20, 1905. 1227

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCI-
DENT, PLATE GLASS INSURANCE
and FIDELITY Guarantee Policies issued
at Lowest Current Rates.
W. H. FRENCHARD DAVIS,
Branch Manager & Underwriter,
Hongkong, June 3, 1905. 1128

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE QUEEN

Supplied at all the Leading Clubs and
Hotels, and to be obtained from JAMES
BUCHANAN & CO., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAY, 2,383 tons, Captain G. F. Thompson.
s.s. PATSHAN, 2,569 tons, Captain B. D. Thomas.
s.s. KANICAW, 3,072 tons, Captain G. Y. Lloyd.
s.s. KINSHAN, 1,205 tons, Captain J. J. Lorus.
Departures from Hongkong to Canton daily at 6.30 a.m. (Sunday Excepted), 9 a.m.,
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m., and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 210 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentino.
s.s. NANNING, 588 tons, Captain C. Batchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
12, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
or at BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply THE MANAGER.
Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 6, 1904. 1635

LANE, CRAWFORD & CO.

'VETO' GOLOSHES

LADIES' \$2.00 PER PAIR. GENTLEMEN'S \$2.50 PER PAIR.
SMART APPEARANCE, LIGHT WEIGHT, EASILY ADJUSTED.
Hongkong, June 23, 1905. 1208

REWARD OF \$5,000.

OFFERED by the Undersigned for the
Arrest and Conviction of any person
or persons who are in the habit of Smug-
gling large Quantities of Opium into this
Colony.
'CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905. 1179

SELECT BOARD & RESIDENCE

AT 'BRAESIDE'

A LARGE and COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining
and Reception Rooms, Large, Airy and
nicely furnished Bedrooms, every home
comfort. Fine view of the Harbour. Terms
Moderate. Apply to—
MRS F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD,
(late of 'TANG YUEN').
Hongkong, June 19, 1905. 97

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally
of Hongkong that we have just
OPENED a First-class Tonsorial Hall at
the above address. We make Cleanliness a
Speciality.
VICENTE BARENILLA, Proprietor.
Hongkong, April 10, 1905. 463

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of
TURKISH TOBACCO. Our EGYPT-
TIAN OIGARETTES are Fresh, as we
make them every day. We can recommend
them as First-class Smokes. We receive
our Tobacco Fresh from Egypt by every
mail. A Trial Order will satisfy the most
sceptical. We defy competition.
T. E. P. SPYROPULOS, Proprietor.
Hongkong, February 15, 1905. 329

BOARD AND RESIDENCE.

WITH PRIVATE FAMILY, Good
Locality, Tennis Court.
Apply 'X. L.'
Care of 'CHINA MAIL' OFFICE.
Hongkong, June 23, 1905. 1209

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905.

榮 CHEE WING & CO. 啟

28 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DRALED IN

ALL SORTS OF COPPER, BRASS STEEL

IRON WARE, &c.

STERL GIRDERS and TEES,

CORRUGATED IRON, FIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1905. 1227

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HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.

REARRANGING & SPECIAL FEATURES.

BRANCH Hongkong Hotel Corridor.

1897

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

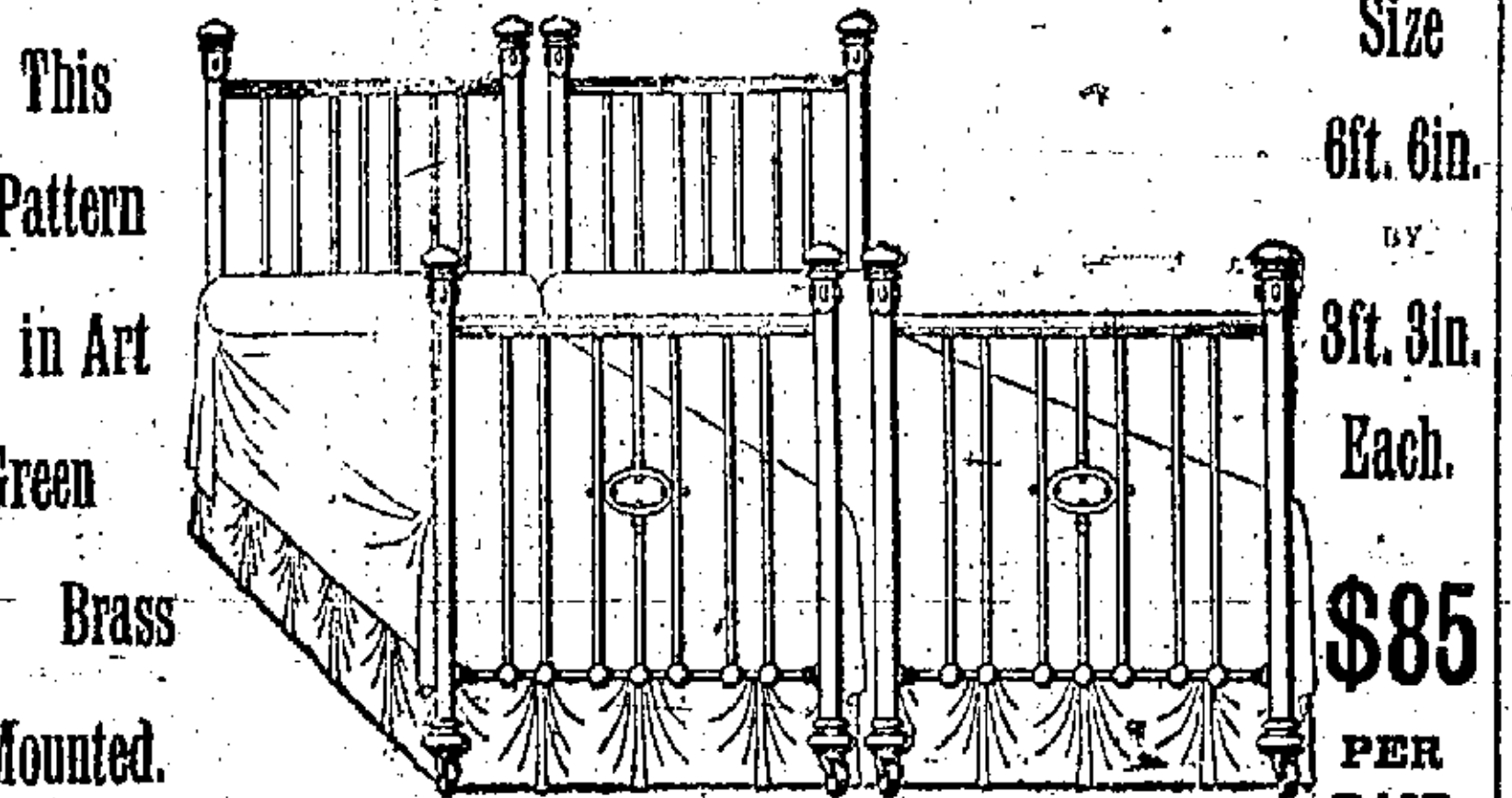
PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEHOTEL.' 18

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
Hongkong, November 3, 1904. THE MANAGER. 1985

N. LAZARUS,

OPTICIAN, 10, D'AGUILAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904. 1797

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 4, 1904. 1812

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

CHAMPAGNES

PERINET and FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND ABSOLUTELY

GRAND VINS.

Hongkong, July 3, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2658

FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905. 1036

THE HONGKONG HOTEL.

UNEQUALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES

Large and Lofly Rooms Elegantly Furnished. Hydraulic Elevators

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply THE MANAGER. 51

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy

Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER. 1413

Hongkong, August 1, 1904.

'NESTOR'

SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT

IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

LEADING BOOKS.

Collins' Graphic English Dictionary	Japan in Pictures, by Douglas Sladey	2.50
Illustrated with Numerous En- gravings, and 16 Full Page Coloured Plates	The Pocket Atlas of the World	1.90
... ..	Coral Reefs, by Darwin	1.50
... ..	Brassey's Naval Annual, 1905	13.00
... ..	Pictures of the Year, 1905	.80
... ..	Macao, by J. Dyer Ball	1.50
... ..	Whitaker's Postage, 1905	2.60
... ..	Collins' Gum Pocket Dictionary	.80
... ..	New Book of Views of Hongkong, Canton and Macao; 24 Views	1.00
... ..	A Set of Post Cards, 28 for	2.00

KUPPER'S

PILSENER BEER.

The best PILSENER in the East; ask

for Kupper, and see that you get it.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

SOLE AGENTS

16, QUEEN'S ROAD CENTRAL.

Hongkong, July 3, 1905.

intimations.

THE RETURN OF THE ORINOLINE:

Why not please yourself?
You undoubtedly will if you use

van Houten's Cocoa

It is as beneficial to health
as it is delightful to the taste.

- Pure and Unmixed.
- Yields a maximum proportion of the valuable food constituents of the cocoa bean. — *THE LANCET.*
- Perfect in Flavour, Pure and well prepared.

BRITISH MEDICAL JOURNAL.

Best & Goes Farthest.

Street.

Apply **KELLY & WALSH, LD.**
Hongkong, June 28, 1905. 12

Apply to **E. JONES HUGHES.**
 Hongkong, June 5 1905. 1200

Apply to **HUMPHREYS' ESTATE & FURNITURE CO., LTD.**

For Sale by A. S. WATSON & Co. *Wholesale*

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

APIOLIN
CHAPOTEAUT

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

CHAPOTEAUT, S. & Co. Vichy, France

For Sale by A. N. Warren & Co., *Uniontown*.

Kipling and wake up. See here, I really have come back to stay a bit, better try and get up to date. Why do you take up journalism? I shall chuck it myself, though I don't quite see how I could get those petticoats into an office, or what he would do with you? You got there.

'You surely do not mean,' exclaimed Crinoline Young Lady in unforgotten tone, 'that I—that any well-bred lady should go to a gentleman's office, uninvited and uninvited? Such a proceeding would be calculated to bring the blush over—'

'Oh, it's all in the day's work,' said the Tailor Made Girl. 'Well, then, there's a college career—would it like that?'

'Very unfeminine,' replied Crinoline Young Lady. 'No man likes a stock-ing.'

'Oh, never mind,' said the Tailor Made Girl, 'there are plenty of other things you could do—or couldn't do,' she said dryly.

'I cannot say,' said the Crinoline Young Lady, 'the necessity of doing anything, as you call it. May I not gracefully and happily in my own right without attempting to engage in any side avocation? A restless mind is a regulated mind,' she added, with a little air of demure finality.

The Tailor Made Girl led at the Crinoline Young Lady in a stoutheaded, soft chin, and shook her a doubtfully.

'We can't get back to it,' she said, more seriously, 'you'll have to come on in that. Though how you do it in that state of a skirt I imagine. It's plain you will never be on a bus while it's going.'

'I have not the wish to jump on anything,' replied Crinoline Young Lady. 'You seem to be the most singular idea. I should like to know—such a question not indecent—how these strange progress are regarded by—say, by your brother.'

'You mean by my brother?' answered the Tailor Made Girl, with a most painful bluntness. 'Oh, we have got up thinking forever about what they do and don't like. You see, we have our lives to take an interest in, and if a don't approve of our taking up work games that used to belong to them, they must just disapprove of it. Marriage isn't the whole aim of a woman's existence.'

'But it is a great deal of the ideal of a noble man,' cried the Crinoline Young Lady, 'and find one's ideal in him.'

The Tailor Made Girl looked at her between wisps and amused. 'That sounds very enough—like a poem in an arbour and that but there's no time now for that sort of thing. People make love, when it do make it in a different way; and for being a man's ideal—'

'There can be no ideal without beauty and—'

'said the Crinoline Young Lady, 'how could a man make an ideal of a thing—pardon me—which looks so like a girl? And she scrutinized the trim suit of the Tailor Made Girl.

'You don't believe you mean that; it's cynic enough for a popular novel,' laughed the Tailor Made Girl; 'perhaps you are, no such good ideas, but then, maybe, a better comedies. A few think so. I isn't it tiresome to keep your feet up and your shoulders in order on a destitute just to provide a man with an ideal repose and beauty? I prefer to walk on my own legs—thanks.'

The Crinoline Young Lady hid a deep blush behind her fan.

'These are undesirable subjects,' she faltered. 'I think that I must go on now. I have still to gather some wayside blossoms, and then I shall be very glad of the refreshment of a cup of tea.'

'Have a cigarette,' suggested the Tailor Made Girl.

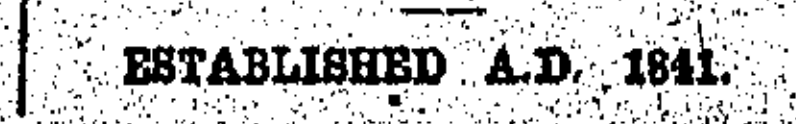
'Oh!' cried the Crinoline Young Lady, and fled with hoops, alant.—M. C. in the Chronicle.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED

TIME TABLE

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 10 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 10 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 10 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 10 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 10 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 10 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 10 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 10 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	8.45 p.m. to 11.15 p.m. every half hour.
SUNDAY.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 10 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 10 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 10 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 10 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 10 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS run on Week Days.	
BARTON.	
Extra cars at 11.30 and 11.45 p.m.	
SPECIAL CARS by Arrangement at Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.	
JOHN D. HUMPHREYS & SON	
General Managers.	
Hongkong, 31 December 30, 1904.	

WILLIAM POWELL,
LIMITED,*
HONGKONG.



home. What Linievitch will b

This medicine has been tested in the most severe and dangerous cases of cramps and diarrhoea, and has never been found to fail. For sale by All Dealers, W. & Co., Ltd., General Agents.

fail to recommend Chamberlain's
Cholera and Diarrhoea Remedy.
know it is good. Your make no
when you buy this medicine. Do
over the country will tell you the
thing. Sold by All Dealers. W. B.
Co., Ltd., General Agents.

Cholera, Dysentery, Cholera and Diarrhoea Remedy. bottles of which entirely cured. have since had no return of the disease. HERMAN STEIN, 212 N. Union Street, Pueblo, Colorado, U. S. A. For All Dealers; WATKINS & Co., General Agents.

Prince Arisugawa and the
Wales were present last night
given by Mr. Balfour.

BY TELEGRAPH.

(REUTERS SERVICE.)

THE "TEREK" DISARMED.

LONDON, July 1.
The Russian cruiser Terek has been disarmed at Batavia.

THE STRAITS DINNER.

Mr Carnegie Brown, presiding at the Straits dinner, urged an adequate representation of Crown Colonies at the Imperial Council. He said the Straits had a claim to be heard as it was their mission to maintain British supremacy in the Eastern Seas.

(N. C. DAILY NEWS SERVICE.)

THE WAR.

The Russian and Japanese Navies.

Tokyo, June 28.

The latest returns published by the Japanese Naval Staff show that the original Russian fleet, including the Second and Third Baltic Squadrons, was 41,224 tons. It now stands at 63,636 tons, including the vessels that have already left Eastern waters. The Russian vessels sunk total 246,292 tons, captured 44,486 tons, and disarmed 56,810 tons.

The original Japanese strength was 274,184 tons. It now stands at 228,159 tons, including the vessels sunk being 40,028 tons. The present strength is exceeding the Russian prizes.

Courtesies to the Wounded Admiral.

Tokyo, June 27.

Admiral Viscount Ito, Chief of the Naval Command Board, sent Admiral Yamashita on the 22nd inst. to Captain Rozhdzhenko to enquire as to his well-being and express sympathy with him over his wound. Admiral Rozhdzhenko, a very kind treatment he had received in hospital.

The Russian Retreat From Corea.

Tokyo, June 27.

The Russian main force has recrossed the Tumen river from Corea, and is now encamped on the northern heights of Tashan, Tung and Yinfang where they have built positions and are constructing semi-permanent defences.

The Japanese advanced cavalry is already thirty miles beyond Kungsoong.

Railway Progress in Corea.

Tokyo, June 27.

A Seoul report states that the Seoul-Fusan railway is transferring its head office to Seoul. This probably implies that preparations are on foot for a trans-Cororean railway on the basis of the Seoul-Fusan, Seoul-Wiju railways.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. A. G. Wise, Judge.)

Monday, July 3.

Mr R. A. Harding appeared for Leung Tak, who sued the Yee Shun Wa for \$207.33, being balance of money due for goods sold and delivered.

Mr F. W. Goldring (Messrs Brutton, Tate and Goldring) represented the defendants.

The money in dispute had been paid into Court and Mr Harding asked for judgment. Mr Goldring objected; the money was paid into Court, he submitted, only for the purpose of securing an adjournment and that was expressly stipulated at the time.

The Judge said that the adjournment had been granted to allow Mr Goldring to bring a cross action, which had not been done.

Mr Goldring contended that, owing to the fact of the money being paid into Court, was an admission of liability, and under the circumstances the only course left open was to give judgment for plaintiffs.

Mr Goldring protested against such a course. He was ready to go on with the action and had a sound defence. There had been a misunderstanding which was responsible for the payment of the money into Court, and it was unfair that his client should not be able to contest the action. He intended to bring an action for the recovery of the money paid, but as that amounted to over \$1000 it would have to go into Original Jurisdiction.

Finally the Judge gave judgment for plaintiffs, staying execution for a fortnight, and remarking that a further stay would be considered if Mr Goldring was taking active steps in the other action.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 2nd at 5.55p. Orders issued to hoist the Black Cone point upwards and Black Drum.

The typhoon has entered the coast between Amoy and Swatow.

On the 3rd at 4.55p. Orders issued to lower the Black Drum and Cone.

At 12p. The barometer has fallen over the E. coast of China, and risen at the Formosa Channel stations and in Hongkong.

The typhoon which has probably filled up considerably, is to the N.W. of Foochow and moving Northwards.

Pressure however, remains considerably below the N. part of the China Sea and surrounding coasts.

Forecast:—variable winds, light or moderate fair.

Don't Wait Until You Need It.

Do not wait until some of your family is taken with a violent attack of cholera or diarrhoea. A bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. Prepare it at once. For sale by all Dealers. Warriner & Co., Ltd., General Agents.

THE AMERICAN BOYCOTT.

Students and their Clothes.

The boycott against American goods proceeds apace. A delegate named Chan recently visited one of the country schools and explained to the students the nature of the agitation, as well as the purpose which was held in view. When he had finished his speech, in which also he had pointed out the nature of the manufactures and commodities which came from the United States, some of the students perceiving that they wore tunics made of American cloth, tore these suddenly from their backs, and vowed that they would no longer wear clothes made by such a nation of barbarians.

Also a woman who had been accustomed to earn a living by mending the garments of the people, and had intended to buy a sewing machine to assist her in her work, and add to her income, vehemently proclaimed that she would not buy a machine made in America even if she could not get one from any other country. These small incidents show not only that the leaders of the people are moved, but that the people themselves are at one with them, and when we remember how clamorous the Chinese are, and how they will stand together, after they are once moved and convinced that they are right, it is likely that this agitation will be productive of unexpected results.

A Tientsin paper says that if the Hon. W. Rockhill, the American Minister, cannot come to a satisfactory arrangement in the matter of the Chinese Exclusion Act, Peking will probably send a special envoy to Washington to negotiate.

According to "Notes" in the N. C. Daily News, a private letter from a reliable source in Peking states that most of the high Ministers of State in the capital approve of the united stand taken by the gentry and merchants of the various provinces against certain objectionable clauses in the proposed Chinese Exclusion Treaty, and at a conference of some of the Ministers it was decided to recommend to the Throne that the demands of the people be backed up and to send a special High Commissioner if necessary to Washington to treat with the U. S. Government.

Mr Conger's Views.

LEAVENWORTH, Kansas, May 24.

Edwin Conger, former Minister to China, is visiting his daughter and grand-daughter at the fort here. Conger is on his way to his new post in Mexico and will go direct from Leavenworth to the City of Mexico in a short time.

"The talk of the Chinese merchants retaliating against the exclusion law by boycotting American-made goods is amusing to me," said Conger this afternoon.

"Of course, you know how American politics are run. Well, the Chinese were politicians before America was discovered and they probably know more tricks than their American brethren. While much of this agitation and talk has occurred since I left China, there was some prior to that. At these mass meetings of merchants, as they were called, there was a liberal sprinkling of politicians and possibly one or two merchants had been rung in. The politicians did most of the talking and then the news was spread broadcast that the merchants would boycott American goods."

"I believe that the truth of the matter is that the Chinese merchants have no idea of boycotting American goods. They are in business to make money, and if American goods are demanded American goods will be handled. There is a great difference between the merchants of China and the coolies, and it is the coolies that are affected by this exclusion law. These merchants are not bothering their heads about it, for the coolies are beneath their attention."

The Shanghai correspondent of the *Wah Tat Po* (Chinese Mail) says that the Shanghai Shipo has given notice that if the order excluding Chinese from America is not withdrawn by the 18th day of the 6th moon the paper will refuse to insert any American business notices and will have nothing more to do with America hereafter.

The Canton correspondent of the same paper says that all the Chinese in Canton are now unanimous in joining the boycott against American products and everything American. To strike while the iron is still hot large parties were sent on the 29th June to different parts of the City and the interior to post up placards at all public places, announcing in large letters that in excluding Chinese from America the American people have done them the greatest injustice, and one which is contrary to all principles and international laws; emphasising the fact by making various illustrations and calling upon them one and all to join in the boycott. The Chinese are greatly excited and have promised every support.

The paper's correspondent writing from Fatsien says that the boycott is now in force there. All American products are prohibited under heavy penalty. Notices to that effect have been sent out to all people from the The Chi Shin Charitable Institution.

STEARN'S HEADACHE CURE can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

THE PROPOSED CANTON-KOW-LOON RAILWAY.

Arrangement with the Chinese.

There has been a good deal of dissatisfaction amongst the Chinese in Canton at the intention of a British Company to construct a railway between Kowloon and Canton, the contention being that since the line will enter Chinese territory it should be built by a joint association of British and Chinese capitalists. In view of this, says the writer of "Notes" in the N. C. Daily News, a memorial was presented to the Waiwupu claiming these rights for Chinese, with the result that that Ministry has been having a correspondence with the British Minister on the subject. We now understand that Sir Ernest Satow has informed the Waiwupu that he is willing that the proposed joint company shall construct a continuation of the line from Kowloon a distance of almost twenty-five statute miles from Canton city, the remainder of the line to Kowloon to be constructed and owned solely by the British Company.

FINANCIAL CRISIS AT CANTON.

Failure of Banks.

The Viceroy Active.

At the close of the Chinese year it was discovered that not a few Chinese firms in Canton were in a shaky condition, and some were compelled to close their doors. It now transpires, according to the press of Canton, that there is a panic among the banks, which is so serious that the Viceroy has instructed the Nanyang and Yungyung banks to look into the matter, and devise some means of tiding over the emergency and smoothing the confusion. They have, therefore, called together the heads of the firms doing business with foreigners, and have asked them to examine into the matter, and ascertain the extent of the calamity. It has been reported that of those which are in difficulties, thirteen have become hopelessly insolvent and apparently have no assets. There are twenty others involved more or less deeply, which will be able to pay more or less of their debts.

In addition to these Canton banks, there are six in Fatsien which are in the same condition, though whether they have assets or not is unknown. It appears further from the information to hand, that there has been a good deal of speculation, on foot, and banks have been opened without sufficient capital, and with insufficient safeguards as to the character and qualifications of those who are responsible for other people's money.

Successful has been made as to the future. It has been recommended that only a limited number of banks should be allowed to open their doors. Further, that all shareholders and managers should be registered, so that their ability to fill the covered position can be ascertained. Lastly, which seems somewhat Utopian, it is recommended that all banks shall be arranged into groups of ten, and of these ten each should mutually guarantee the other, so that if one failed, the other nine would be responsible and would come to the rescue. This last would seem a very safe proceeding, but one which is hardly likely to be popular, for it would really mean that the ten would be one company, and would simply be ten branches of the one concern.

The committee appointed by these two magistracies, have formulated their recommendations and have forwarded them to the Viceroy, whose reply is before us. He says: "I am informed that within a month or less than thirty banks have suspended payments. Serious apprehensions abound among business people. The stability of banks is of pressing importance. Many of the shareholders and managers of these banks are not known, and it appears that in a day the banks have been closed, the managers have fled, and shareholders have not come forward to settle matters. All this is disheartening and turning matters up side down. There must be some radical change in the manner of running these banks and some new regulations must be adopted for the future, that such a catastrophe as the present one may not occur again."

After sundry other admonitions, which probably will not amount to much, he instructs the provincial judge to take immediate steps to look into the affairs of the suspended banks, and ascertain what percentages of their liabilities they may be expected to meet, and to arrange that a day be fixed, when they may be expected to meet them.

It would appear, therefore, that the matter is a very serious one, for no less than four of the highest officials are at work trying to straighten things out, assisted by the big firms which do business with foreigners. On Saturday there was a large meeting of representatives of these said banks, apparently, play a very conspicuous part in the affair, also of the merchants, bankers, and Canton philanthropic institutions, and of the Chamber of Commerce. They spent no less than three hours in—as the Chinese say—filling out the question. Four decisions were arrived at. First, it was decided that, for the present, no official action should be taken against those who have become insolvent. Secondly, that those which have suspended payments should be cleared out of the way once for all. Thirdly, those which can be more or less trusted, must not be unduly pressed, but the banks, dealing with Europeans, will help them and wait awhile. Fourthly, for the future, all shareholders in banks, as well as those which have shares in firms dealing with foreigners, shall register their names in the books of the Chamber of Commerce, with their available capital and assets. Also the names of the managers shall be registered. In order to enforce this, no banks which have failed to comply with these conditions shall be recognised.

From all this and more it would appear that there has been some serious collapse in the banking world of Canton, and that business is disorganised and confidence for the time shattered. On the other hand no information is forthcoming which explains this financial crisis, in the middle of the year. In China banks are balanced and money is demanded for the most part, at the end of the year.

SPECIAL ARBITRATION BOARD.

The Governor as Arbitrator.

A Special Arbitration Board, with His Excellency the Governor (Sir Matthew Nathan) as arbitrator, and His Lordship the Chief Justice (Sir Francis Pigott) as legal assessor, met for the first time in the Legislative Council Room this afternoon. The case was in reference to the claim, of very long standing, put forth by Messrs Howard and Stephens for compensation for injury to Marine Lot 184, occasioned by the Fraga Reclamation. Mr H. G. Calthrop (instructed by Mr M. J. D. Stephens) appeared for the petitioners, while the Crown was represented by Sir Henry Berkeley (Attorney General) and Mr F. B. L. Bowley, (of Messrs Dymally and Bowley).

Mr Calthrop in opening stated that the reason of the case coming before them was because after the matter had been brought before the Colonial Secretary at Hong Kong, Mr Lyttleton said that he was not thoroughly satisfied that the petitioners had received adequate compensation, and now the question was to be settled whether substantial justice demanded a further sum to be paid to the petitioners for the injury which they alleged they had received through the making of the Fraga. Mr Calthrop then stated that the petitioners had long right in the matter; they attempted to prove a legal right before the Court, but were unsuccessful. The land in question became the property of Mr Stephens in 1884. He bought it from the mortgagees—the Hongkong Fire Insurance Company—for the sum of \$60,000, which sum was the amount which had been advanced by the Hongkong Fire Insurance Company. In 1884 a new lease of the land was granted by the Crown, and in the new lease a mistake was made in the area set forth. In consequence of that mistake the holders of the lease in building their godowns encroached on a neighbouring lease. Proceedings were taken against them and the land was found to be 329 square feet. The lease made a claim against the Government, and were offered a sum of \$1,700, which Mr Calthrop suggested was arrived at by reckoning the land as being worth \$5 per square foot—that was in 1887. This offer was not accepted and an action was brought against the Government, which resulted in a judgment in 1887 that the Government was liable to pay the sum of \$1,700. The Government was then ordered to pay the sum of \$1,700, which Mr Calthrop suggested was arrived at by reckoning the land as being worth \$5 per square foot—that was in 1887. This offer was not accepted and an action was brought against the Government, which resulted in a judgment in 1887 that the Government was liable to pay the sum of \$1,700.

In May 1889, the Fraga Reclamation Ordinance was passed. Had Mr Howard joined in the reclamation scheme he would have been entitled to the land in front on certain conditions, but he did not. In August 1893 a complaint was made by Mr Howard with respect to the reclamation works, and was advised to wait until the reclamation was completed and then to put in a claim for compensation. The claim was ultimately sent in, and Mr Howard suggested that the Government should take over his land, which he valued at \$282,450. However, this was not done. Later, when General Black made his award, the claim was with the claim for compensation he was awarded \$15,000 for the loss incurred, owing to the changing of a Marine Lot into an Island Lot. This also included any sum which might have been lost during the progress of the works. A petition for further compensation was presented in 1899, and subsequently, after the legal right was decided, a petition was sent to the Colonial Secretary at Hong Kong. In consequence of the reply received the question was taken before the present Board, from whose decision there could be no appeal.

The petitioners based their claim on the admitted obligation of the Crown to compensate any Marine Lot holder if that lot was turned into an Island Lot.

The proceedings were not completed when our representative left.

FREIGHT CIRCULAR.

Messrs Lamke and Rogge report under

dated of July 1.—During the fortnight under review the freight market has again presented a decidedly feeble attitude, few inquiries only having come forward. The market at the close, disregarding the fact that there is almost a base of orders, and what seemed highly improbable in face of the change in the political situation, has after all taken place: Several boats, and amongst them such of small and medium size, have actually been compelled to lay up, here and in neighbouring ports, for want of employment, at least of such employment as would be a profit. Under these circumstances the feeling in shipping circles is in regard to further developments in freight, as to when and to what extent a general turn for the better will be witnessed, is beginning to be one of uncertainty, and in some quarters even one of little uneasiness.

No recovery whatever has set in with regard to business on Saigon to this, the smallest of stocks, and the ideas of buyers and sellers being too wide apart, still having an adverse effect on chartering. For some reasons the Saigon Philippines market is neglected.—In neither direction has there been a single inquiry traceable, and prospects for operations in the near future are anything but bright.

There has been a total absence of demand from Saigon to other ports.

During the earlier part of the fortnight the fixture of a steamer was put through, to load at one port N. G. Java for Hongkong, at 31 cents per picul, dry and wet sugar. The revival of business in this direction, brought about by a better market for sugar locally, has however been of but short duration, and further tonnage being wanted for the time.

The only other trip business on record in the South comprises the fixture of a steamer, to load at Hongkong for Amoy, and another one for the voyage to Amoy and Swatow.

As for Yangtze freight, latest Northern reports ventilate anything but hopeful views on the situation in regard to the next few months. There is and probably will be only a limited demand, and rates seem inclined to weaken yet further.

Newchwang: Early in the fortnight there was a spasmodic rush of inquiry after small sized vessels to load for Southern ports, 20 cents for Amoy, 27 cents for Swatow and 20 cents for Canton being quoted, prices of produce however having experienced a rise again, the majority of orders were withdrawn.

Coal Freight:—No fixtures reported. The rate Moji to Hongkong now stands nominally at \$1.35, at which figure tonnage is offering.

On time French s.s. "Kampoa" and German s.s. "Amoy" are reported to have been taken up for 10 months and 6 months respectively for native account, the former being intended for Southern, the latter for Northern trade. Taking into consideration present market conditions, both vessels can be said to be very fair rates.

BY WHARF AND WAVE.

Of the sailing ships at present quoted as "overdue," few if any, have excited more interest than the iron ship "Bay of Bengal." As a matter of fact this vessel is not, in the strict sense of the word, overdue at all, and the grave anxiety which at present prevails regarding her has entirely arisen from certain ominous reports that recognisable wreckage has been washed ashore. The "Bay of Bengal," of 1,595 tons gross, sailed from Port Talbot on Jan. 29, under the command of Captain Gerrard, bound for Taitai, on the West Coast of South America, with a cargo of coal. On the night of Jan. 31, when north-west of Lundy, she ran into and was seriously damaged that she had to put back to Cardiff. The when to sea again on the 4th, and thereafter, to-day only 87 days out. About the middle of April, however, it was reported from Courtown, county Wexford, that certain wreckage, described as cars, boat, broken lifebuoy marked "Bay of Bengal," &c., had been washed ashore. Yet a few days later there came another disquieting report to the effect that a piece of wood bearing the lower portion of the letters "Ngal" had been picked up at Arklow, whilst a similar board, bearing the upper portion of those letters, was found at Courtown. Although these wreckage reports undoubtedly point to the possibility of the vessel having come to grief off the Irish coast, one must not overlook the fact that any, or all, of the wreckage which has been reported might have been washed over the rail in heavy weather. The owners themselves have expressed the opinion that the broken name-board might have been part of the wheel-box. This week, however, a most sensational message was received from Wexford. It was stated that a woman had picked up on the shore, two miles north of Cahore, a box containing the following note:—"Lost on March 6th, below Cahore. We observed a wall and ruined church opposite where we wrecked. 26 hands on board the name of the ship the 'Bay of Bengal' related by captain going down to belong to England." The question at once arises, How much or how little, reliance can be placed on this melancholy message? Is it authentic, or is it but the senseless scribble of a witless practical joker? The fact that it follows so quickly upon the perturbing wreckage reports might, at first blush, invest it with the semblance of veracity; but on the other hand, it is patent that there was a fine opportunity for the little-learned to play his wretched pranks. It must be admitted that the wording of this message hardly appeals to one as quite natural, and the man who penned the note, although he neglected to sign his name found time to refer to the "wall and ruined church opposite where we wrecked." If the ship had broken up so close in shore would not more wreckage have been reported? Again, having stated the name of the ship, where was the necessity for stating it belonged to England? One is inclined to think this sinister riddle "related by the captain going down" hardly bears the hall-mark of truth. Whether or not the "Bay of Bengal" met her doom soon after leaving port is a question that cannot be definitely answered at the moment. The series of untoward events which has been associated with the ship from the time she sailed from Port Talbot are undoubtedly of gloomy nature; sufficiently so, indeed, to account for the grave anxiety which prevails. It is, of course, just possible that the message may be authentic, and the next few days may suffice to dispel the uncertainty.—*Lloyd's Shipping Gazette*, June 2.

Hongkong, January 4, 1904. 20-1

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLAN and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY. LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1276

NOTICE.

DR NEWELL WILSON, DENTIST, has REMOVED his Office from Watkins' Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 540. Hongkong, June 20, 1905. 1187

JUST UNPAKED

Consignments of the Well-known PLASMON BISCUITS. They contain 20 per cent of PLASMON and are more easily digested and afford greater nourishment and sustenance than any other. PLASMON raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—SWEET, PLAIN (Unsweetened), WHOLE MEAL AND CELERY. H. RUTTONJEE, Hongkong and Kowloon, 741 Hongkong, June 23, 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 75.

(Iron, Wooden and Taishek Barriers, widening of Channels through.

NOTICE IS HEREBY GIVEN THAT the

Channels through the Iron and Wooden Barriers in Culimoon Reach and Taishek Barrier in Blenheim Passage, have been widened and deepened as follows:—IRON BARRIER, 420 feet of the Central Section of its Northern end have been removed, leaving a passage 570 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (or Bridge) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 15 feet at low water of Spring Tides.

TAISHEK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night; and Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWELL MAY, Harbour Master.

Approved: F. J. MAYERS, Acting Commissioner of Customs. Custom House, Canton, July 3, 1905. 1286

To-day's Advertisements

THE GLORIOUS FOURTH OF JULY.

TOMORROW being the AMERICAN INDEPENDENCE DAY, Mr J. W. OSBORNE, of the Kowloon Hotel, will be at Home from 6 to 8 P.M. Hongkong, July 3, 1905. 1287

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 8th July, 1905, at 12 o'clock (Noon), at his Sales Rooms, DUNDRELL STREET,—

1 OLDSMOBILE MOTOR-CAR

WITH ACCESSORIES, (in Good Condition).

On View from Thursday, the 6th July. Terms—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, July 3, 1905. 1288

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship *Palameotta*, having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 4th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents. Hongkong, July 3, 1905. 1285

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning*, having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 4th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SARSON & Co., Ltd., Agents. Hongkong, July 3, 1905. 1289

THE WINE GROWERS SUPPLY CO.

Interchangeable Carriage for Luge Documents (LONG CARRIAGE A SMALL EXTRA COST) Universal Key Board. PRICE: \$200 ONLY. Hongkong, June 27, 1905. 1235

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known Growers, Brewers and Distillers.

Prior List on Application. BARRETT & CO., Agents. No. 22 & 24, BAYE B. MARINE, Queen's Road. Hongkong, July 3, 1905. 1230

THE BEST MACHINE ON THE MARKET.

Specially adapted for Tropical Climates. Interchangeable Carriage for Luge Documents (LONG CARRIAGE A SMALL EXTRA COST) Universal Key Board. PRICE: \$200 ONLY. Hongkong, June 27, 1905. 1235

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THE WINE GROWERS SUPPLY CO.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

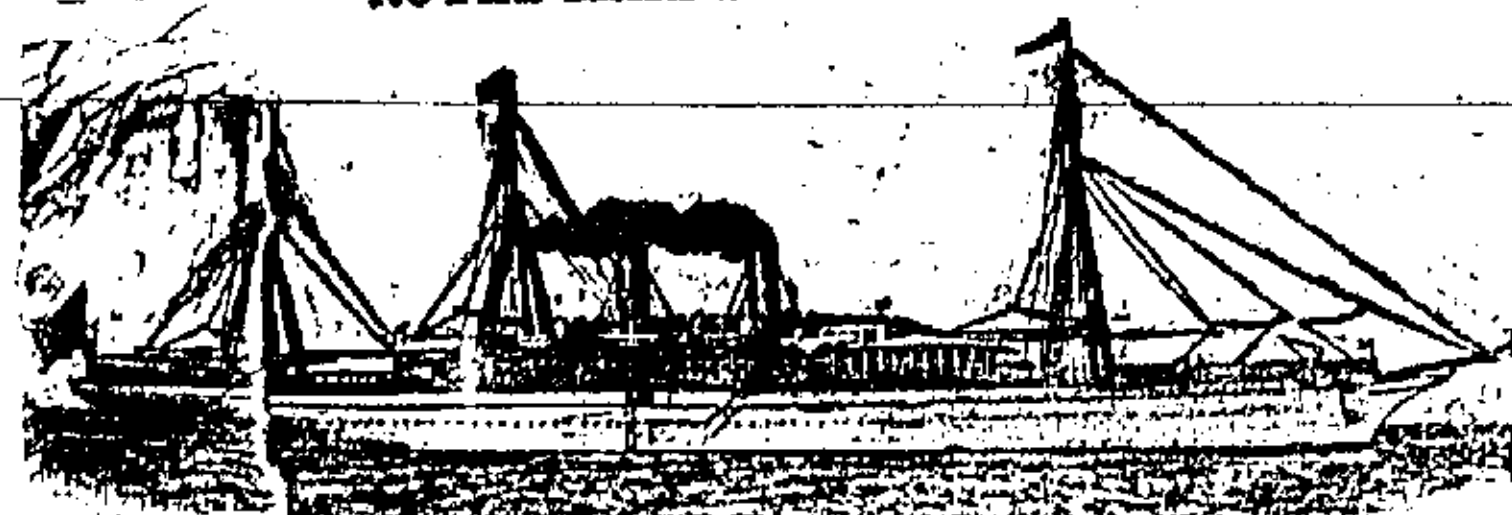
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

NAME OF VESSEL	TO SAIL ON	REMARKS
YAMAHA VIA SHAI, MOJI & KOBÉ (passing through the Inland Sea)	About 6th July	Freight only.
LONDON & ANTWERP, via SPORE, PANG, Cebu Port, SAID and MANILA.	About 7th July	Freight only.
YAMAHA VIA SHAI, MOJI & KOBÉ (passing through the Inland Sea)	About 7th July	Freight and Passage.
SHANGHAI	About 12th July	Freight and Passage.
LONDON & ANTWERP, via SPORE, PANG, Cebu Port, SAID and MANILA.	Noon, 15th July	See Special Advertisement.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 1, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. Sailing 3 to 7 Days across the Pacific.

R.M.S. PROSPER, 4,425 Tons, WEDNESDAY, July 6, 1905. R.M.S. TARTAR, 4,425 Tons, THURSDAY, July 7, 1905. R.M.S. EMPRESS OF CHINA, 6,000 Tons, WEDNESDAY, Aug. 2, 1905. R.M.S. ATHENIAN, 3,282 Tons, WEDNESDAY, Aug. 3, 1905. R.M.S. EMPRESS OF INDIA, 6,000 Tons, WEDNESDAY, Aug. 23, 1905.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62. Intermediate on Steamers, £40. " " £42.

THE magnificent "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 Days, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. F. BROWN, General Agent, PEDDER STREET.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Sailing from HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NICOMEDIA 4,370 WAGNER July 7, 1905.

NUMANTIA 4,370 BRUNNEN July 16, 1905.

ARABIA 4,485 MEYERHOFEN Aug. 6, 1905.

ARAGONIA 5,198 SCHULTZ Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 24, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For STEAMSHIP LEAVING

TAMSU, via SWATOW AND AMOY, FRITHJOF, Capt. H. HALDEN, TUESDAY, 4th July, 8 a.m.

ANPING, via SWATOW AND AMOY, PROMISE, Capt. THORSTENSEN, TUESDAY, July 4, 8 a.m.

SHANGHAI, via SWATOW, AMOY AND FOCHOW, CLARA JESSEN, Capt. BEKKEN, THURSDAY, July 6, 10 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply to the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, July 8, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamship. Tons. Captain. To Sail.

PLEIADES 3,763 E. G. Furlington About July 12.

SHAMWOT 9,608 E. V. Roberts About July 20.

TREMONT 9,608 T. W. Garlick About Aug. 8.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shamwot and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, June 23, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL

EUROPEAN, NORTH AND SOUTH AMERICAN, WEST

AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

GLASGOW AND LIVERPOOL, STENTOR, 5th July.

GLASGOW AND LIVERPOOL, PATROCLUS, 14th July.

GLASGOW AND LIVERPOOL, KERMUN, 14th July.

GLASGOW AND LIVERPOOL, PAKLING, 18th July.

GLASGOW AND LIVERPOOL, ACHILLES, 28th July.

GLASGOW AND LIVERPOOL, ANENOR, 3rd August.

GLASGOW AND LIVERPOOL, MACHAON, 6th August.

GLASGOW AND LIVERPOOL, CYRUS, 6th August.

GLASGOW AND LIVERPOOL, ULYESSE, 8th August.

GLASGOW AND LIVERPOOL, OZACK, 8th August.

HOMWARDS.

LONDON, AMSTERDAM & ANTWERP, STENTOR, 5th July.

LONDON, AMSTERDAM & ANTWERP, PATROCLUS, 14th July.

LONDON, AMSTERDAM & ANTWERP, KERMUN, 14th July.

LONDON, AMSTERDAM & ANTWERP, PAKLING, 18th July.

LONDON, AMSTERDAM & ANTWERP, ACHILLES, 28th July.

LONDON, AMSTERDAM & ANTWERP, ANENOR, 3rd August.

LONDON, AMSTERDAM & ANTWERP, MACHAON, 6th August.

LONDON, AMSTERDAM & ANTWERP, CYRUS, 6th August.

LONDON, AMSTERDAM & ANTWERP, ULYESSE, 8th August.

LONDON, AMSTERDAM & ANTWERP, OZACK, 8th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL

OVERLAND COMMON POINTS IN THE UNITED STATES OF

AMERICA AND CANADA.

EASTWARD.

VICTORIA, SEATTLE, TACOMA, AND KERMUN, 12th July.

ALL PACIFIC COAST PORTS, via NAGASAKI, KOBÉ & YOKOHAMA, MACHAON, 7th August.

WESTWARD.

TACOMA, SEATTLE, VICTORIA, OZACK, 4th July.

AND PACIFIC COAST, TELMACHOS, 15th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 30, 1905.

CHINA NAVIGATION CO., LD.

FOR STEAMSHIP TO SAIL

SHANGHAI, YOHOW, 5th July.

MANILA, TAIKING, 5th July.

CEBU & ILOILO, SINGAPORE, 8th July.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, OZACK, 10th July.

CEBU & ILOILO, KAIPOK, 13th July.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

R.S.—REDUCED SALOON FARES. Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, July 3, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light.—Perfect Cuisine.—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

ZAFIRO 2,540 R. Rodger Manila July 8, at Noon.

RUBI 2,540 A. H. Notley Manila July 15, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, July 3, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. INDRAMADI About 31st July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 29, 1905.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. INDRAMADI About 31st July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 29, 1905.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

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For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 29, 1905.

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Hongkong, June 29, 1905.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. INDRAMADI About 31st July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 29, 1905.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, ON OAHU, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

SIRERIA 11,384 Gross Tons, THURSDAY, 4th July, at Noon.

MONOCOLIA 13,639 " TUESDAY, 18th July, at Noon.

CHINA 5,060 " FRIDAY, 28th July, at Noon.

DORIC 4,784 " FRIDAY, 11th Aug., at Noon.

MANCHURIA 13,639 " FRIDAY, 18th Aug., at Noon.

KOREA 11,276 " FRIDAY, 1st Sept., at Noon.

COPTIC 4,362 " THURSDAY, 13th Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-25th, 1902; 10 days, 15 hours.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBÉ, (INLAND SEA) YOKOHAMA, and HONOLULU on THURSDAY, the 6th July, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent. Hongkong, June 26, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMSHIP TO SAIL

SHANGHAI, WINGSANG, WEDNESDAY, July 6, at 3 p.m.

SINGAPORE, PENANG, KUMSANG, WEDNESDAY, July 6, at 3 p.m.

AND CALCUTTA

SHANGHAI, AMARA, FRIDAY, July 7, at 3 p.m.

SINGAPORE, SOURA, YUENSANG, FRIDAY, July 7, at 4 p.m.

BATA & SAMARANG, ONSANG, SATURDAY, July 8, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

755 Hongkong, February 9, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY ... Captain J. P. DAWSON.

S.S. COURTFIELD ... " J. W. MARTIN.

S.S. CRANLEY ... " W. E. STEELE.

S.S. IEBAL ... " M. ROBERTSON.

S.S. ASOOT ... " C. E. COX.

S.S. LUTHER ... " J. G. WILLIAMSON.

S.S. INKUM ... " E. S. FRABE.

S.S. ROYAL ... " J. ROWLEY.

S.S. SOFALA ... " G. R. STEPHEN.

S.S. INDRAMADIA ... " R. P. CHRYST.

S.S. INDRAMADIA ... " J. CULLINGTON.

S.S. INDRAMADIA ... " GEO. BROWN.

S.S. INDRAMADIA ... " COFF.

S.S. INDRAMADIA ... " DEAN.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship PALAMOTTA, Captain GARLAND, will be despatched as above on WEDNESDAY, the 6th July, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, June 28, 1905.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

With Liberty to call at the Malabar Coast.

THE Steamship AFGHAN PRINCE, Captain MACFARLANE, will be despatched for the above ports on or about WEDNESDAY, the 12th July, at Noon.

For Freight, apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, June 28, 1905.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, ROYAL, MAR.

SEILLES, LONDON, HAVRE, DODRAVE, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship CAPTAIN COVRY, will be despatched for MARSEILLES on TUESDAY, the 11th July, 1905, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TOURNAI, July 25, 1905.

S.S. TONKIN, August 8, 1905.

S.S. ARMAND BEAUCOURT, August 22, 1905.

G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1905.

THE STEAMSHIP AUSTRALIAN.

Captain MACFARLANE, will be despatched for the above ports on WEDNESDAY, the 12th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardsess are carried.

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904. 2181OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
R. EARI, Manager.

December 5, 1904. 2182

THE SEASONABLE COMPLAINT.

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to find that the weather is appreciably cooler. The reason is that the summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. We choose an APERIENT, we look for certainty of result, gentleness of action, and palatability of taste. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary. Sold by all Chemists and Storekeepers.

LAXATIVE IS THE REMEDY.

SING ON & CO.,
Nos. 35 & 37, HING LOONG STREET.
IRON, STEEL, METAL AND HARDWARE MERCHANTS.
Retail and Wholesale Ironmongers, Pig Iron and Foundry Coke Importers, and General Storekeepers. PRICES MODERATE.
Hongkong, December 14, 1904. 2249

THE COMMERCIAL LAW AFFECTING CHINESE;
With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.
Reprinted from the China Mail.
For Sale at the China Mail Office.
Price 100.

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Artistic Printing

Done with Neatness and

Despatch

At Moderate Prices.

Programmes.

Company Reports.

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Bills of Lading, etc.

Under European Supervision

China Mail Office

5, WYNDHAM STREET.

HONGKONG

SPORTING.

Yachting.

THE OCEAN RACE.

The "Atlantic," belonging to Mr. Wilson Marshall, of the New York Yacht Club, was the first of the competing vessels in the ocean yacht race for the German Emperor's Cup to reach the Lizard, arriving at 9.18 p.m. May 29. The yachts all started from New York just after noon on May 17, and it was not expected that any of them would arrive before May 29 or 30. Early on May 29 it was announced that the "Atlantic" was a few miles south of Scilly.

A correspondent at Penzance intercepted the yacht before she reached the Lizard. She was under full sail, running before a steady south-west wind. Her spinnaker was rigged on the starboard, and every stitch of sail was set, whilst from her peak the American ensign floated. It was 1.30 when the Atlantic was sighted. The wind was light, but there was considerable ocean swell. She passed southward of the W. II, and when within three miles of the light-house took in her spinnaker, as the wind was falling off.

Drawing within speaking distance of the "Atlantic," the correspondent was informed that she passed Bishop's Lighthouse, Scilly, at 9.55 Greenwich time. Captain Barr, replying to questions, said the "Atlantic" had made the wonderful average speed of 10½ knots an hour since she left Sandy Hook.

As the "Atlantic" heeled over slight signs of rust were visible on her side, but no trace of seaweed on her bottom. She was flying Code Number K.S.R.B. At 3.10 she was 20 miles from the finishing point, but it was not until 3.25 that she picked up the Lizard Head, which is the finishing mark. She was then travelling at 6½ knots, the wind having fallen off considerably. At 4.45 the "Atlantic" was ten miles off the Lizard and 13 miles south of Penzance. All are well on board, and had a pleasant voyage.

The winning line was actually reached at 9.18 p.m., the sea at the time being smooth, with a light westerly wind. At that time no other of the yachts had been signalled.

On May 30 the "Hamburg" was observed, shortly after seven o'clock, six miles west of the Bishop Lighthouse, the wind then being light and westerly. The tide was against the yacht, and as the breeze died away the Hamburg became absolutely becalmed, and even drifted backwards, as at eight o'clock she was reported to be twelve miles west of Scilly. For hours the Hamburg lingered near the zones of calm, her sails flapping idly against her masts, whilst there was not the slightest sign of a ripple on the sea. Gradually, by working the tides, the yacht made her way up Channel, and at 7.21 p.m. the German gunboat fired for her as she crossed the line.

The third of the yachts competing for the German Emperor's Cup to arrive off the mark at the Lizard was the "Valhalla," belonging to the Earl of Crawford, which completed her voyage at 8.8 p.m. on May 31.

She was spoken at 3.10 a.m. by the Hamburg American liner "Deutschland." The yacht was then 77 miles west of the Lizard, and moving very slowly with a light westerly breeze and smooth sea. At 6.10 p.m. the "Valhalla" was signalled 16 miles west of the Lizard, and two hours later she completed her course.

Subsequently several more of the competitors arrived. The "Endymion," American, crossed the line fourth, at 9.34 p.m.; the "Hildegarde," also an American yacht, 6th, at 10.8 p.m.; and the "Sunbeam," British, sixth, at 11.40 p.m.

Mr. Marshall, the owner of the "Atlantic," in an interview on his yacht off Falmouth said: "We have seen nothing since we left Sandy Hook, and have spoken nothing. So we have had it pretty much to ourselves. I think we have broken all records. Our biggest coup was on May 24, when we sailed 34 knots, which, I think, is a record for a sailing vessel. On May 28 we did 31½, and then from Scilly we have taken twelve hours to finish our journey. The voyage has been without incident."

Captain Barr said the Atlantic was a splendid boat. The time taken to Bishop Rock was 11 days, 16 hours, and 22 minutes. The average was 10½ knots.

Golf.

ENGLAND DEFEATED BY SCOTLAND.

Scotland beat England in the annual golf contest between the countries, at Prestwick on May 29 by six matches to three, thus reproducing last year's result at Sandwich. At Muirfield, in 1903, England won by five matches to four while, in the experimental fixture which was decided by holes at Hoylake, in 1902, Scotland proved successful by 32 holes to 25. This, therefore, was Scotland's third victory in the four matches so far contested. It was also the first time that the home country had triumphed except that, in the English team, Mr. W. H. Fowler took the place of Mr. Horace Hutchinson, who was suffering from lameness, the sides turned out as selected.

Football in Germany.

A football match was played at Berlin, on May 21, between Newcastle United and the Berlin team "Britannia," resulting in a victory for the visitors by ten goals to

one. The Germans scored from a free kick. The match excited great interest, and there was a good attendance.

Cricket.

REMARKABLE BOWLING FEAT.

Bowling for Waltham Green Cricket Club against Richmond Town on May 20, a Greenway accomplished a remarkable bowling feat. In one over he clean bowled E. Lee and sent one of the batsmen measured distance of 31 yards, and with the next ball he bowled Mungess, sending the same ball a distance (measured) of 33 yards.

WHY KIDNEY DISEASE IS SO SERIOUS.

KIDNEY disease is serious, because it comes on so quietly. It has many symptoms, but often they are mistaken for other diseases. Headaches, rheumatism, a nervous, irritable condition, weak heart, dropsy, sleeplessness, an always tired feeling, yellow complexion, unnatural urine, too much or too little urine—these are just as much symptoms of kidney disease as backaches, grays, bladder troubles, etc. Kidney disease may have been working in the system for years before the patient suspected the cause of his trouble. That's the danger.

Treat the kidneys at the first sign of any ailment. That is the only safe way. Keep them well, and they will keep you. Doan's backache kidney pills help the kidneys to filter the blood, and remove from it all disease-breeding impurities. That explains their success.

All the chief chemists and druggists sell Doan's Backache Kidney Pills, price 2/6 for 1 box, or 1/3/9 for 6 boxes; or the medicine may be had, post free, on receipt of price, direct from the proprietors—The Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1579

THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN,
37, DES VUEX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904. 1586

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET, CANTON.
March 10, 1905. 613

S. I. N. T. I. N. G.
Surgeon Dentist,
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1905. 628

Contractors.

THE PO YICK COY.

CONTRACTORS & HOUSEBUILDERS,
No. 259, QUEEN'S ROAD EAST, WANCHAI.
CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in stock a large supply of Building Materials at reasonable prices.
Hongkong, February 16, 1905. 537

KWONG FOOK CHEONG

SHIP'S CARPENTER,
BOAT AND LAUNCH BUILDER,
ENGINEER AND BOILER MAKER.
HAS EVERY KIND OF TIMBER FOR SALE.
55, PRAYA EAST, HONGKONG.
Hongkong, March 20, 1905. 591

AH-KING.

S.L.P.W.A.Y.
YACHT AND BOAT BUILDER,
CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith.
GENERAL CONTRACTOR.
PRAYA EAST, WANCHAI, HONGKONG.
Hongkong, February 13, 1905. 597

WING ON,

CONTRACTOR AND HOUSEBUILDER,
No. 39, D'AGUILAR STREET.
CONTRACTOR TO H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable prices.
Hongkong, March 22, 1905. 614

SHUN LEE & CO.,

SHIP'S CARPENTER,
BOAT BUILDER, BRASS SMITH & CAULKER
All kinds of Timber For Sale.
No. 50, PRAYA, WANCHAI, HONGKONG.
C. CHUNG HEE, Manager.
Hongkong, March 20, 1905. 592

TUNG ON,

CONTRACTOR AND BUILDER,
No. 39, D'AGUILAR STREET.
CONTRACTOR TO H.B.M.'s Government, Admiralty and War Department, &c., &c. Communications please address to Mr. TAN SENG. Also every kind of Building Materials for Sale.
Hongkong, March 23, 1905. 624

A OHOO & CO.,

39, DES VUEX ROAD, CENTRAL.
GENERAL STOREKEEPERS,
NAVAL CONTRACTORS,
AND
COAL MERCHANTS.

HAVE always on hand an ample stock of well-dressed Steam-launches kept for picnic parties and for towing purposes.
PRICES VERY MODERATE.
TELEPHONE No. 160.
Hongkong, December 1, 1904. 1791

Contractors.

A WING & CO.
CONTRACTORS & HOUSEBUILDERS.
No. 75, QUEEN'S ROAD EAST.

ALL Communications, please address to
Mr. ANDREW TSANG WING.
Hongkong, February 18, 1905. 356

SING YUEN,

CONTRACTOR AND HOUSEBUILDER,
No. 39, D'AGUILAR STREET.
CONTRACTOR TO THE P.W.D. from 1901 to 1902, and Admiralty, &c., &c. We keep a large stock of Building Materials, also Timber at very Low Prices.
Hongkong, March 22, 1905. 613

SANG LEE & CO.

CONTRACTORS AND BUILDERS,
No. 59, DES VUEX ROAD CENTRAL.

Contractors to H.B.M.'s Government. We always keep a large stock of BUILDING MATERIALS at reasonable prices.
Hongkong, February 20, 1905. 354

KWONG HEP LOONG CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.
BOILER MAKERS, BRASS AND IRONFOUNDERS.

Office:—No. 64, DES VUEX ROAD CENTRAL.

ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are next to Cosmopolitan Docks (San Sui Po) and can accommodate any craft of 160 feet long. We have at present a new fast Steam Launches for Sale.
Hongkong, February 25, 1905. 398

QUONG YICK,

CONTRACTOR AND HOUSEBUILDER,
No. 37, QUEEN'S ROAD EAST.

CONTRACTOR TO H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices.
Hongkong, March 20, 1905. 603

Tung Tai Tseung Kee Co.

ENGINEERS AND SHIPBUILDERS,
IRON AND BRASS FOUNDERS,
BOILER MAKERS AND COPPER SMITHS,
NO. 25, PRAYA EAST, WANCHAI, HONGKONG.

Call Flag O.
Hongkong, February 18, 1905. 355

TUNG LEE,

(Late A. TAY),
SHIPBUILDER, BOATBUILDER
AND
SHIPS CARPENTER.

BLACK SMITH AND CAULKER.
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Translated by EDWARD HANFORD PARKER and Reprinted from THE CHINA REVIEW.
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PROPERTY.....\$10,000,000

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Hongkong, May 17, 1905. 60

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Hongkong, May 1, 1905. 1517

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Manager.
Hongkong, February 2, 1904. 216

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Hongkong, May 19, 1905. 46

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"CHINA MAIL" Office, May, 1904.

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MACAO HOTEL,

